Purchase of Aircrafts for Indian Airlines

*191. SHRI GURUDAS DAS GUPTA:
DR. BApu KALDATE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that after a detailed evaluation of various aircrafts, a letter of intent was issued to the Boeing company in July, 1984 for the purchase of 12 Boeing 757s but later on the decision was altered to have fresh evaluation of Airbus 320;

(b) whether it is also a fact that the Indian Airlines Board had refused to entertain an alternative offer by Boeing company for its 737-300 aircraft; and

(c) if so what were the considerations which weighed with the then Government to opt for Airbus-320, reversing their earlier decision to purchase Boeing 757s and also in rejecting the alternative offer made by the Boeing company?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) Yes, Sir.

(b) No, Sir.

(c) The tedhno-economic analysis of the Airbus A320 air-craft offer carried out by Indian Airlines showed that it had the following advantages over the Boeing 757 aircraft offer;

(i) *Fuel efficiency:* Airbus A-320 aircraft fitted with V250O engines would consume 19.06 per cent less fuel than Boeing 757 aircraft fitted with Rolls Royce engines, over a stage length of 600 kms., which is the average sector length to be operated by the new aircraft.

(ii) *Increased fund generation;* Airbus A320 fitted with V2500 engines would have a fund generation of Rs. 203.61 cirores more than that generated by Boeing 757 aircraft fitted with Rolls Royce engines over a period of 12 years which represents the economic life of the aircraft.

(iii) *Futiiristic design:* The Airbus A320 aircraft was stated to be of a futuristic design based on the most modern technology, capable of being operated well upto the end of the 20th century.

(iv) *No additional investment on airfield infrastructure;* Indian Airlines con. firmed that the Airbus A320 aircraft would be capable of operating to all airfields currently being operated by Boeing 737 aircraft without any additional investment on the airfield infrastructure.

(v) *Greater passenger comfort;* The Airbus A320 aircraft, being **wide**-bodied, offered more comfort to passengers.

Set Offs allowed on Dexamethasone

*192. SHRI DHULESHWAR MEENA:
DR. (SHRIMATI) SAROJINI MAHISHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the answer to Unstarred Question 2443 given in the Rajya Sabha on 7th August, 1989 and state:

(a) what was the price of Dexamethasone and its salts fixed at the time of commencement of DPCO, 1979;

(b) what was the price of each pack of formulations of Dexamethasone under DPCO, 1979 at the time of its commencement and as recommended by the BICP;

(c) whether it is a fact that the **pre**-DPCO, 1979 Prices contained a mark-up of 100 per cent to 207 per cent of the formulations;

(d) what is the amount of un-intended profit worked out against the company on these drugs by the special team and what are the details of the set offs allowed; and